



U.S. Department  
of Transportation

**Federal Aviation  
Administration**

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# ADVISORY CIRCULAR

**Subject: TEMPORARY FLIGHT RESTRICTIONS  
(TFRs)**

**Date: 2/28/97**

**AC No: 91-63B**

**Initiated by: ATO-120**

## **1. PURPOSE.**

This advisory circular (AC) describes conditions under which the Federal Aviation Administration (FAA) may impose a temporary flight restriction (TFR). This AC explains which FAA elements have been authorized, by the Administrator, to issue TFR's and lists the agencies/offices from which the FAA will accept requests to establish TFR's. Examples of Notices to Airmen (NOTAM's) for each type of TFR are also provided.

## **2. CANCELLATION.**

Advisory Circular, AC 91-63A, Temporary Flight Restrictions, dated October 31, 1990, is canceled.

## **3. PRINCIPAL CHANGES.**

This AC has been updated to correct references to the Code of Federal Regulations, Title 14 (14 CFR), add new sections containing definitions and related reading material, correct airspace references, and amend examples of NOTAM. Additionally, several editorial changes not affecting policy or procedures have been made for clarification.

## **4. DEFINITIONS.**

a. Flight Service Station (FSS) – Air Traffic facilities that provide pilot briefing, en route communications and VFR search and rescue services, assist lost aircraft and aircraft in emergency situations, relay air traffic control (ATC) clearances, originate Notices to Airmen, broadcast aviation weather and National Airspace System information, receive and process IFR/VFR flight plans, and monitor navigational aids. In addition, at selected locations, these facilities provide Enroute Flight Advisory Service (Flight Watch), take weather observations, issue airport advisories, and advise Customs and Immigration of transborder flights.

b. Notice To Airmen (NOTAM) – A notice containing information (not known sufficiently in advance to publicize by other means) concerning the

establishment, condition, or change in any component (facility, service, or procedure of, or hazard in the National Airspace System) the timely knowledge of which is essential to personnel concerned with flight operations.

## **5. RELATED READING MATERIAL.**

a. Title 14, Code of Federal Regulations (14 CFR):

1. Section 91.137, Temporary flight restrictions.

2. Section 91.138, Temporary flight restrictions in national disaster areas in the State of Hawaii.

3. Section 91.141, Temporary flight restrictions in the proximity of the Presidential and other parties.

4. Section 91.143, Flight limitation in the proximity of space flight operations.

b. Aeronautical Information Manual (AIM).

## **6. BACKGROUND AND SCOPE.**

Regulatory provisions relating to TFR's are found in Part 91 of 14 CFR. The purposes for designating an area within which TFR's apply are:

a. 14 CFR 91.137 (a) (1) Protect persons and property on the surface or in the air from a hazard associated with an incident on the surface;

b. 14 CFR 91.137 (a) (2) Provide a safe environment for the operation of disaster relief aircraft;

c. 14 CFR 91.137 (a) (3) Prevent an unsafe congestion of sightseeing and other aircraft above an incident or event which may generate a high degree of public interest;

d. 14 CFR 91.138 Protect declared national disasters for humanitarian reasons; in the State of Hawaii

e. 14 CFR 91.141 Protect the President, Vice President, or other public figures.

f. 14 CFR 91.133 Provide a safe environment for space agency operations.

## **7. TYPE OF FLIGHT RESTRICTIONS.**

a. Section 91.137 of 14 CFR:

1. WHO HAS THE AUTHORITY TO REQUEST A TFR? TFR's may be recommended or requested by the following agencies, or individuals:

(a) Military major command headquarters.

(b) Regional directors of the Office of Emergency Planning.

(c) Civil Defense State Directors, or State Governors.

(d) Military commanders serving as regional or area search and rescue coordinators.

(e) Military commanders directing or coordinating air operations associated with disaster relief.

(f) Civil authorities directing or coordinating organized relief air operations. This includes representatives of the Federal Emergency Management Agency, US Forest Service, Bureau of Land Management, and State aeronautical agencies.

(g) Federal Bureau of Investigation (FBI), Drug Enforcement Administration (DEA), Bureau of Alcohol Tobacco and Firearms (ATF), or Secret Service.

(h) State Department.

(i) Other similar authorities. (i.e. state, county, or civil government entities.)

## 2. WHO HAS THE AUTHORITY TO IMPLEMENT A TFR?

(a) A TFR issued for the purpose of protecting persons or property on the surface or in the air from a hazard associated with an incident on the surface may only be implemented by or through the air route traffic control center's (ARTCC's) air traffic manager, or his/her designee, having jurisdiction over the airspace concerned (Section 91.137(a)(1)).

### **NOTE-**

*When hijacking situations are involved, TFR will be implemented through the FAA Washington headquarters Office of Civil Aviation Security.*

(b) A TFR issued to provide a safe environment for the operation of disaster relief aircraft may only be implemented by or through the air route traffic control center's (ARTCC's) air traffic manager, or his/her designee, having jurisdiction over the airspace concerned (Section 91.137(a)(2)).

(c) A TFR issued to prevent an unsafe congestion of sightseeing and other aircraft may only be established at the direction of the regional air traffic division manager having oversight of the airspace concerned. (Section 91.137 (a)(3)).

## 3. DEGREE OF RESTRICTIONS.

NOTAM's issued pursuant to Section 91.137 may have an impact on nonparticipating aircraft operations. Accordingly, restrictions will be kept to a minimum by the FAA consistent with achievement of the necessary objective.

(a) Section 91.137(a)(1). Restrictions issued under this Section prohibit all flight in the designated area unless that aircraft is participating in the hazard relief activities and is being operated under the direction of the official in charge of on-scene emergency response activities. Situations warranting such extreme restrictions include, but are not limited to:

(1) Toxic gas leaks, spills, fumes from flammable agents which, if fanned by rotor or propeller wash, could endanger persons or property on the surface or in other aircraft.

(2) Imminent volcano eruptions which could endanger airborne aircraft and occupants.

(3) Nuclear accident or incident.

(4) Hijacking incidents wherein activities have the potential to endanger persons or property on the surface, or airborne aircraft and occupants.

(5) Aircraft accident sites at the discretion of the air traffic division manager and limited in duration.

(b) Section 91.137(a)(2). Restrictions issued under this Section prohibits all aircraft from operating within the designated area unless at least one of the following conditions are met:

(1) The aircraft is participating in hazard relief activities and is being operated under the direction of the official in charge of on-scene emergency response activities.

(2) The aircraft is carrying law enforcement officials.

(3) The aircraft is operating under an ATC approved IFR flight plan.

(4) The operation is conducted directly to or from an airport within the area, or is necessitated by the impracticability of VFR flight above or around the area due to weather or terrain. Notification must be given to the ATC/FSS facility that was specified in the NOTAM for coordination with the official in charge of on scene emergency response activities. Also, the operation does not hamper or endanger relief activities and is not conducted for the observing the disaster.

(5) The aircraft is carrying properly accredited news representatives, and prior to entering the area, a flight plan is filed with the ATC/FSS facility specified in the NOTAM and the operation is conducted above the altitude used by the disaster relief aircraft, unless otherwise authorized by the official in charge of on-scene emergency response activities.

Such activities include, but are not limited to:

(1) Wildfires which are being fought by aviation resources.

(2) Aircraft relief activities following a disaster (earthquake, tidal wave, flood, etc.).

(3) Aircraft accident sites.

(c) Section 91.137(a)(3). Restrictions issued under this Section prohibit all aircraft from operating over areas involving incidents or events such as aircraft accident sites or sporting events generating a high degree of public interest unless at least one of the following conditions is met:

(1) The operation is conducted directly to or from an airport within the area, or is necessitated by the impracticability of VFR flight above or around the area due to weather or terrain, and the operation is not conducted for the purpose of observing the incident or event. Notification must be given to the ATC/FSS facility that was specified in the NOTAM for coordination with the official in charge of the activity.

(2) The aircraft is operating under an ATC approved IFR flight plan.

(3) The aircraft is carrying incident or event personnel, or law enforcement officials.

(4) The aircraft is carrying properly accredited news representatives and, prior to entering that area, a flight plan is filed with the appropriate ATC facility specified in the NOTAM.

(d) The amount of airspace needed to protect persons and property or provide a safe environment for rescue/relief aircraft operations will vary, but should normally be limited to within 2,000 feet above the surface and within a 3-nautical mile radius.

(e) Normally, incidents occurring within the Surface area of a Class B, C, or D airspace area should be handled through existing procedures and may not require the issuance of TFR's under Section 91.137. However, the air traffic manager may make a

determination that Section 91.137 restrictions are appropriate and advise the ARTCC accordingly.

(f) Do not issue temporary flight restrictions affecting airspace outside of the United States and its territories and possessions. When considering restrictions centered on a location where the lateral limits of the area would normally extend beyond the 12-mile coastal limit or a United States border, ensure that the NOTAM contains language limiting the restrictions to the airspace of the United States and its territories and possessions.

**EXAMPLE-**

*"WITHIN A 3-MILE RADIUS OF CAPE HATTERAS  
EXCLUDING THAT AIRSPACE OUTSIDE THE U.S."*

(g) Flight plans filed and/or notifications made with an FSS or ATC facility under this section shall include the following information:

(1) Aircraft identification, type, and color.

(2) Radio communication frequencies to be used.

(3) Proposed times of entry of, and exit from, the designated area.

(4) Name of news media or organization and purpose of the flight.

(5) Any other information requested by ATC.

**4. PILOT COMPLIANCE WITH SECTION 91.137, TEMPORARY FLIGHT RESTRICTIONS AND SECTION 91.119, MINIMUM SAFE ALTITUDES.**

(a) Pilots are responsible for complying with Section 91.137 when planning flight for, or conducting flight in, an area where a TFR is in effect. Regardless of whether a pilot is supporting a relief activity in a TFR area or is authorized to enter the area, the minimum safe altitude provisions of Section 91.119 apply. When conducting operations in proximity to accidents, incidents, or disasters, in compliance with these regulations, pilots and aircraft operators should recognize the potential to disrupt activities or to inflict injuries upon themselves, their passengers, and persons on the surface.

(b) Preoccupation with surface activities in a TFR area. Concentration on precise aircraft positioning over the incident or expediting flight to/from the TFR area may result in the tendency to be distracted and reduce the effectiveness and ability to see and avoid other aircraft and obstacles. **THE FAA STRONGLY RECOMMENDS THAT PILOTS EXERCISE**

EXTRA CAUTION WHEN OPERATING IN THE VICINITY OF A TFR AREA, AND WHEN POSSIBLE USE SAFETY OBSERVERS TO ASSIST IN SEEING AND AVOIDING OBSTACLES AND OTHER AIRCRAFT.

(c) Compliance with the minimum safe altitude provisions of Section 91.119 provides an adequate margin of safety under normal operating conditions. However, the unpredictable conditions and unique circumstances associated with a TFR area often require pilots to take extra safety precautions. Pilots should recognize that their operations in the vicinity of an incident could hamper surface activities in the TFR area. For example, rotor or propeller wash could spread toxic fumes or flames. Furthermore, the cockpit and cabin compartment could be penetrated by fumes or smoke, with potential adverse effects on both the aircraft crew and passengers. Finally, most helicopter rotor systems create a sonic vibration. Two bladed rotor systems create some of the most intense sonic vibrations. Intense sonic vibrations from any rotor system might adversely impact the fragile structural integrity of damaged buildings or other structures in an earthquake, explosive blast disaster area, or avalanche. Therefore, **UNLESS GREATER DISTANCES ARE REQUIRED, THE FAA RECOMMENDS THAT PILOTS NOT CONDUCTING SUPPORT OPERATIONS MAINTAIN A MINIMUM OF 500 FEET VERTICAL AND LATERAL SEPARATION FROM SURFACE ACTIVITIES INCIDENTAL TO THE TFR.**

## **5. COORDINATION**

(a) Air traffic facilities will coordinate their efforts to the maximum extent possible in rendering assistance to the agency conducting relief activity, pilots engaged in airborne relief operations, and the official in charge of on-scene emergency response activities.

(b) The facilities receiving information concerning requests/direction will maintain a chronological log of all related actions, and will request the following information, as appropriate, from the notifying agency/office:

- (1) Name and organization of person recommending or requesting TFR's.
- (2) Brief description of the situation.
- (3) Estimated duration of restrictions.

(4) Name of agency responsible for on-scene emergency activities and telephone or other communications contact.

(5) A description of the affected area by reference to prominent geographical features depicted on aeronautical charts if possible, otherwise, by geographical coordinates and VOR/DME fix when the latter is available.

(6) Description of material or activity posing a hazard to persons and property in the air.

(7) Description of hazard that would be magnified, spread, or compounded by low flying aircraft or rotor wash.

(8) Nature of airborne relief, proposed aircraft operations, and location of relief aircraft base.

(9) Contact point or radio frequency for handling news media requests to operate at altitudes used by relief aircraft.

(c) If a request for a temporary flight restriction is not approved as requested, the facility will indicate the basis for the disapproval, and may also indicate alternative procedures.

(d) Timeliness in issuing flight restrictions pursuant to Section 91.137 may be critical to controlling an incident or preventing a disaster. All parties involved should be thoroughly knowledgeable of how temporary flight restrictions are implemented, the circumstances which justify TFR's, and categories of information necessary for the issuance of a TFR NOTAM. The appropriate city, county, state, and federal officials are encouraged to review these procedures with local FAA officials on a recurring basis in order to promote greater understanding and expedient handling of flight restriction requests.

## **6. COORDINATION FACILITY DESIGNATION**

The ARTCC will designate the flight service station (FSS) for the flight plan area in which the incident site is located as the "coordination facility." The ARTCC will forward the information contained in paragraph 7a5(b) above to the U.S. NOTAM Office (USNOF) for NOTAM dissemination. When a large area is involved, such as one that might be caused by a flood or forest fire, the FSS nearest the emergency control operations base may be designated as the coordination facility. When FAA communications assistance is required, the designated FSS will function as the primary communications facility for coordination between emergency control authorities and affected aircraft. The

ARTCC may act as liaison for the emergency control authorities if adequate communications cannot be established between the designated FSS and the relief organization.

#### 7. AIR TRAFFIC CONTROL (ATC) AUTHORIZED OPERATIONS.

When flight restrictions are implemented for the purpose of assisting disaster relief aircraft, or to prevent an unsafe congestion of sightseeing aircraft, ATC may authorize IFR operations that would be otherwise prohibited in the areas subject to the NOTAM. The appropriate ARTCC/ATC tower manager will ensure that such authorized flights do not hamper activities or interfere with the event for which restrictions were implemented. Local IFR flights into the affected area will not be authorized.

#### 8. MESSAGE CONTENT.

To preclude misunderstanding, the implementing NOTAM will comply with FAA Order 7930.2, Notices to Airmen. Examples of NOTAM's issued for temporary flight restrictions follow:

(a) Section 91.137(a)(1) of 14 CFR Restrictions:

!FDC x/xxxx (ARTCC id) (state code) FLIGHT RESTRICTIONS (general location: town/city) EFFECTIVE (immediately or yr-mo-dy-hr) UTC UNTIL (further notice or yr-mo-dy-hr) UTC. PURSUANT TO 14 CFR SECTION 91.137(A)(1) TEMPORARY FLIGHT RESTRICTIONS ARE IN EFFECT (reason) ONLY RELIEF AIRCRAFT OPERATIONS UNDER DIRECTION OF (agency in charge) ARE AUTHORIZED IN THE AIRSPACE AT AND BELOW \_\_\_\_\_ FEET (AGL or MSL) WITHIN A \_\_\_\_\_ STATUTE/NAUTICAL MILE RADIUS OF (latitude/longitude) AND THE (name of NAVAID)/(id) VORTAC OR VOR/DME \_\_\_\_\_ DEGREE RADIAL AT \_\_\_\_\_ NAUTICAL MILES. (agency name and telephone number) IS IN CHARGE OF THE OPERATION. (name of AFSS/FSS)/(id) (commercial telephone number) AFSS/FSS IS THE COORDINATION FACILITY..

(b) Section 91.137(a)(2) of 14 CFR Restrictions:

!FDC x/xxxx (ARTCC id) (state code) FLIGHT RESTRICTIONS (general location: town/city) EFFECTIVE (immediately or yr-mo-dy-hr) UTC AND UNTIL (further notice or yr-mo-dy-hr) UTC. PURSUANT TO SECTION 14 CFR 91.137(a)(2) TEMPORARY FLIGHT RESTRICTIONS ARE IN

EFFECT WITHIN A \_\_\_\_\_ STATUTE/NAUTICAL MILE RADIUS OF (latitude/longitude) AND THE (NAVAID name)/(id)/VORTAC or VOR/DME \_\_\_\_\_ DEGREE RADIAL AT \_\_\_\_\_ NAUTICAL MILES AT AND BELOW \_\_\_\_\_ FEET (AGL or MSL) TO PROVIDE A SAFE ENVIRONMENT FOR (reason). (agency requesting flight restriction)( telephone number) OR (frequency) IS IN CHARGE OF ON SCENE EMERGENCY RESPONSE ACTIVITIES. (name of AFSS/FSS)/(id)/ AFSS/FSS (commercial telephone number) (frequency) IS THE FAA COORDINATION FACILITY .

(c) Section 91.137(a)(3) of 14 CFR Restrictions:

!FDC x/xxxx (ARTCC id) (state code) FLIGHT RESTRICTIONS (general location: town/city) EFFECTIVE (immediately or yr-mo-dy-hr) UTC AND UNTIL (further notice or yr-mo-dy-hr) UTC. PURSUANT TO 14 CFR SECTION 91.137(A)(3) TEMPORARY FLIGHT RESTRICTIONS ARE IN EFFECT WITHIN A \_\_\_\_\_ NAUTICAL MILE RADIUS OF (latitude/longitude) AND THE (NAVAID name)/(id)/VORTAC or VOR/DME \_\_\_\_\_ DEGREE RADIAL AT \_\_\_\_\_ STATUTE/NAUTICAL MILES AT AND BELOW \_\_\_\_\_ FEET (AGL or MSL). (agency and telephone number) OR (frequency) IS IN CHARGE OF THE OPERATION. (name of AFSS/FSS)(id).AFSS/FSS (commercial telephone number) (frequency) IS THE FAA COORDINATION FACILITY.

#### 9. REVISIONS AND CANCELLATIONS.

(a) When restrictions are necessary beyond the published termination date/time, the ARTCC will ensure that a revised NOTAM and appropriate cancellation are issued.

(b) When the ARTCC within the area for which the restrictions are established receives information from the air traffic division (ATD) or the agency that requested the restrictions that the restrictions are no longer required, the ARTCC will cancel them.

(c) When it is obvious that the restrictions are no longer required but no information to that effect has been received, the ARTCC will ascertain the status of the restrictions from the ATD or agency that requested the restrictions.

**b. Section 91.138 of 14 CFR:****1. WHO HAS THE AUTHORITY TO REQUEST AND IMPLEMENT A TFR.**

When the Administrator has determined, based on a request and justification provided by the Governor of the State of Hawaii, or the Governor's designee, that an inhabited area within a declared national disaster area in the State of Hawaii is in need of protection for humanitarian reasons, he/she will issue a NOTAM. The Administrator will designate the extent and duration of the temporary flight restrictions necessary to provide for the protection of persons and property on the surface.

**2. DEGREE OF RESTRICTION.**

When a NOTAM has been issued in accordance with this Section, aircraft may not operate within the designated airspace unless:

(a) Authorization has been received from the official in charge of associated emergency or disaster relief response activities, and the aircraft is operating under the conditions of that authorization;

(b) The aircraft is carrying law enforcement officials;

(c) The aircraft is carrying personnel involved in an emergency or legitimate scientific purpose;

(d) The aircraft is carrying properly accredited news representatives, and that prior to entering the area, a flight plan is filed with the appropriate ATC facility specified in the NOTAM and the operation is conducted in compliance with conditions and restrictions established by the official in charge of on-scene emergency response activities; or

(e) The aircraft is operating in accordance with an ATC clearance or instruction.

**3. MESSAGE CONTENT.**

To preclude misunderstanding, the implementing NOTAM will comply with Order 7930.2, Notices to Airmen. Example of the NOTAM issued for this temporary flight restriction is as follows:

!FDC x/xxxx (ARTCC id) (state code) FLIGHT RESTRICTIONS (general location: town/city) EFFECTIVE (immediately or yr-mo-dy-hr) UTC UNTIL (further notice or yr-mo-dy-hr) UTC. PURSUANT TO 14 CFR SECTION 91.138 TEMPORARY FLIGHT RESTRICTIONS ARE IN EFFECT WITHIN A \_\_\_\_\_ STATUTE/NAUTICAL

MILE RADIUS OF (latitude/longitude) AND THE (name of (name of NAVAID)/(id)/ VORTAC or VOR/DME \_\_\_\_\_ DEGREE RADIAL AT \_\_\_\_\_ NAUTICAL MILES. (individual name and telephone number) OR (frequency) IS IN CHARGE OF THE OPERATION. (name of AFSS/FSS)/(id)/(commercial telephone number)(frequency) AFSS/FSS IS THE FAA COORDINATION FACILITY.

**4. REVISIONS OR CANCELLATION.**

A NOTAM issued under this Section is effective for 90 days or until the national disaster area designated is terminated, whichever comes first, unless terminated by notice or extended by the Administrator at the request of the Governor of the State of Hawaii or the Governor's designee.

**c. Section 91.141 of 14 CFR:****1. WHO HAS THE AUTHORITY TO REQUEST A TFR.**

The Washington headquarters office of the U.S. Government agency responsible for the protection of the personage concerned will contact FAA Headquarters in accordance with established procedures and request the necessary regulatory action.

**2. WHO HAS THE AUTHORITY TO IMPLEMENT A TFR.**

A TFR issued for the purpose of protecting the President, Vice President, or other public figures shall be implemented by the Air Traffic Strategic Operations and Procedures Division, Military Operations and Procedures Branch, ATO-130, during normal duty hours, otherwise contact the duty officer, ADA-30. The duty officer shall contact the duty representative of ATO-130. If the duty officer is unable to contact ATO-130's representative, he/she shall contact the shift supervisor of the Air Traffic Control System Command Center, ATO-200, for implementation of the TFR.

**3. DEGREE OF RESTRICTION.**

No person may operate an aircraft over or in the vicinity of any area to be visited or traveled by the President, Vice President, or other public figures contrary to the restrictions established by the Administrator and published in a Notice to Airmen (NOTAM).

**4. MESSAGE CONTENT.**

To preclude misunderstanding, the implementing NOTAM will comply with Order 7930.2, Notices to Airmen, Example of the NOTAM is as follows:

!FDC x/xxxx (ARTCC id) (state code) FLIGHT RESTRICTION (general location) (mo-dy-yr).

PURSUANT TO 14 CFR SECTION 91.141 OF THE CODE OF FEDERAL REGULATIONS TITLE 14. AIRCRAFT FLIGHT OPERATIONS ARE PROHIBITED WITHIN A \_\_\_\_\_ NAUTICAL MILE RADIUS, BELOW \_\_\_\_\_ FEET AGL OF (latitude/longitude) AND THE (location) (NAVAID \_\_\_\_\_ name)/(id)/ \_\_\_\_\_ DEGREE RADIAL \_\_\_\_\_ NAUTICAL FILE FIX FROM \_\_\_\_\_ LOCAL TIME TO \_\_\_\_\_ LOCAL TIME (mo-dy-yr) UNLESS OTHERWISE AUTHORIZED BY ATC.

#### 5. REVISIONS AND CANCELLATIONS.

When restrictions are necessary beyond the published termination date/time, the office requesting implementation of the TFR shall contact the Military Operations and Procedures Branch, ATO-130, during normal duty hours or the duty office, ADA-30, for after duty hours to ensure that a revised NOTAM and appropriate cancellations are issued.

#### d. Section 91.143 of 14 CFR:

##### 1. WHO HAS THE AUTHORITY TO REQUEST AND IMPLEMENT A TFR?

The Defense Manager for Space Transportation System Contingency Support Operations will make a request to the air traffic manager of the appropriate ARTCC to have the temporary flight restriction issued under this Section.

##### 2. DEGREE OF RESTRICTION.

No person may operate any aircraft of U.S. registry, or pilot any aircraft under the authority of an airman certificate issued by the FAA within the areas designated in the NOTAM except by authorization of ATC or operated under the control of the Department of Defense Manager for Space Transportation System Contingency Support Operation.

##### 3. COORDINATION FACILITY DESIGNATION.

The ARTCC will designate the flight service station (FSS), for the flight plan area in which the incident site is located as the "coordination facility." The ARTCC will forward the information contained in paragraph 7a5(b) above to the U.S. NOTAM Office (USNOF) for NOTAM dissemination. When FAA communications assistance is required, the designated FSS will function as the primary communications facility for coordination between control authorities and affected aircraft. The ARTCC may act as liaison for the control authorities if adequate communications cannot be

established between the designated FSS and the controlling authority.

#### 4. AIR TRAFFIC CONTROL (ATC) AUTHORIZED OPERATIONS.

When flight restrictions are implemented for the purpose of space flight operations, ATC may authorize IFR operations that would be otherwise prohibited in the areas subject to the NOTAM. The appropriate ARTCC/ATC tower manager will ensure that such authorized flights do not hamper activities or interfere with the event for which restrictions were implemented. Local IFR flights into the affected area will not be authorized.

#### 5. MESSAGE CONTENT

To preclude misunderstanding, the implementing NOTAM will comply with FAA Order 7930.2, Notices to Airmen. Example of the NOTAM issued for this temporary flight restriction is as follows:

!FDC x/xxxxx (ARTCC ID) (state code) KENNEDY SPACE CENTER SPACE OPERATIONS AREA EFFECTIVE (immediately or yr-mo-dy-hr) UTC UNTIL (further notice or yr-mo-dy-hr). PURSUANT SECTION 91.143, FLIGHT OPERATIONS CONDUCTED BY FAA CERTIFICATED PILOTS OR CONDUCTED IN AIRCRAFT OF U.S. REGISTRY ARE PROHIBITED AT ANY ALTITUDE FROM SURFACE TO UNLIMITED, WITHIN THE FOLLOWING AREA (area describe here). ST. PETERSBURG FL. (PIE) AFSS (commercial telephone number) IS THE FAA COORDINATION FACILITY AND SHOULD BE CONTACTED FOR THE CURRENT STATUS OF ANY AIRSPACE ASSOCIATED WITH THE SPACE SHUTTLE OPERATIONS. THIS AIRSPACE ENCOMPASSES (any restricted area and warning areas). ADDITIONAL WARNING AND RESTRICTED AREAS WILL BE ACTIVE IN CONJUNCTION WITH THE OPERATIONS. PILOTS SHALL CONSULT ALL NOTAMS REGARDING THIS OPERATION.

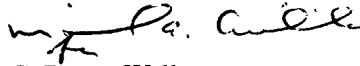
#### 6. REVISIONS AND CANCELLATIONS.

(a) When restrictions are necessary beyond the published termination date/time, the ARTCC will ensure that a revised NOTAM and appropriate cancellation are issued.

(b) When the ARTCC within the area for which the restrictions are established receives information from the agency that requested the restrictions that the restrictions are no longer required, the ARTCC will cancel them.

(c) When it is obvious that the restrictions are no longer required but no information to that effect has been received, the ARTCC will ascertain the status of

the restrictions from the agency that requested the restrictions.



C. Roger Wall  
Program Director for Air  
Traffic Operations, ATO-1